

Message Text

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ORIGIN EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

 DOTE-00 INR-10 NSAE-00 RSC-01 FAA-00 IO-14 L-03 SS-20

 NSC-07 /101 R

DRAFTED BY EB/OA/AVP:DBORTMAN:JO

APPROVED BY EB/TT:RJWALDMANN

EUR/CAN - E. BROWN (INFO)

CAB - A. STOUT

CAB - R. SCIBILIA

DOT - S. EASTMAN

IO - C. GRIP (INFO)

----- 114605

P R 212138Z JUN 74

FM SECSTATE WASHDC

TO AMEMBASSY OTTAWA PRIORITY

INFO AMEMBASSY BONN

AMEMBASSY LONDON

AMCONSUL MONTREAL

AMEMBASSY PARIS

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E.O. 11652: N/A

TAGS: ET N, CA

SUBJECT: CIVAIR

1. WE BELIEVE IT WOULD BE USEFUL TO HAVE AN EXCHANGE
OF VIEWS WITH CANADA AT THIS TIME ON CERTAIN AVIATION
MATTERS. THE MATTERS WE HAVE IN MIND INVOLVE COMMON
INTERESTS AND ARE PRINCIPALLY NON-CONTROVERSIAL
BETWEEN CANADA AND THE UNITED STATES. WE DO NOT
EXPECT NECESSARILY TO SECURE FIRM COMMITMENTS FROM THE
GOC IN THESE DISCUSSIONS BUT WOULD HOPE TO HAVE AN
EXCHANGE OF VIEWS ON SUBSTANTIVE ISSUES AND WOULD
HOPE THAT THE GOC WOULD BE PREPARED TO DISCUSS THESE
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ISSUES IN SOME DEPTH.

2. FIRST, THERE IS THE FORTHCOMING ICAO ASSEMBLY WHERE ISSUES WILL ARISE AFFECTING THE INFLUENCE OF MAJOR AVIATION COUNTRIES SUCH AS CANADA AND THE UNITED STATES. WE WOULD LIKE TO DISCUSS TACTICS IN PRE-ASSEMBLY PERIOD AND IN THIS CONTEXT WOULD REVIEW SOME OF THE RESULTS OF FEELERS THAT WE HAVE MADE THUS FAR. WE WOULD ALSO HOPE TO EXPLORE TO WHAT EXTENT, IF ANY, DIFFERENCES EXIST BETWEEN US ON THE SUBSTANTIVE ISSUES.

3. SECOND, WE NOTE THAT PROGRESS ON A NEW FARE STRUCTURE FOR 1975 CONTINUES TO BE SLOW. WHILE WE HAVE NO PRESENT INTENTION TO PREEMPT THE ESSENTIAL AIRLINE RESPONSIBILITY TO WORK THIS PROBLEM OUT, WE CONSIDER THAT AN EARLY DECISION ON 1975 FARES IS IMPORTANT AND THAT THE GOVERNMENTS WHO WILL EVENTUALLY APPROVE THE RATE STRUCTURE HAVE A RESPONSIBILITY TO PROVIDE A CERTAIN DEGREE OF GUIDANCE. OTHERWISE THE RISK IS HEIGHTENED THAT THE EVENTUAL CARRIER AGREEMENT COULD BECOME A SOURCE OF INTER-GOVERNMENTAL CONTROVERSY, AND A FINAL RESOLUTION OF THE 1975 RATE STRUCTURE COULD BE POSTPONED EVEN FURTHER WITH CONSIDERABLE IMPAIRMENT OF MARKETING AND GENERAL VIABILITY OF THE CARRIERS.

4. THIRD, PROPOSALS FOR INCREASES IN 1974 FARES GIVEN RECENT ACTIONS IN IATA AT FORT LAUDERDALE.

5. FOURTH, CERTAIN NON-IATA PROPOSALS RAISE COMMON PROBLEMS WHICH WE WOULD ALSO LIKE TO DISCUSS.

6. WE WOULD BE PREPARED TO SEND A DELEGATION TO OTTAWA AS EARLY AS WEEK OF JULY 1. IT WOULD INCLUDE WALDMANN AND ORTMAN FROM STATE, STOUT FROM CAB AND EASTMAN FROM DOT.

7. EMBASSY SHOULD DISCUSS OUR PROPOSAL DESCRIBED ABOVE WITH THE APPROPRIATE CANADIAN OFFICIALS AND INFORM DEPT SOONEST OF CANADIAN REACTION BOTH WITH LIMITED OFFICIAL USE

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RESPECT TO (A) TIMING OF VISIT AND (B) OUR PROPOSED AGENDA. FYI: AGREEMENT WAS REACHED AT FORT LAUDERDALE THIS WEEK TO INCREASE BY 5 PERCENT AUGUST 1 NORTH ATLANTIC FARES TO AND FROM THE U.S. BUT WITH SOME EXCEPTIONS ONLY TO AND NOT FROM CANADA. IT WAS FURTHER AGREED THAT A MAIL VOTE WOULD ISSUE JUNE 25 RETURNABLE IN EITHER 7 OR 10 DAYS TO EXTEND THIS FARE INCREASE TO OUTGOING CANADIAN TRAFFIC. IN ORDER THAT

OUR PROPOSED DISCUSSIONS WITH THE GOC MIGHT
POSSIBLY INFLUENCE AIR CANADA DECISION IN THE
MAIL VOTE, EMBASSY SHOULD SEEK EARLIEST POSSIBLE DATE. KISSINGER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, MEETING AGENDA, MEETINGS, AIR ROUTES, AIR FARES, INTERGOVERNMENTAL COOPERATION, MEETING DELEGATIONS, VISITS
Control Number: n/a
Copy: SINGLE
Draft Date: 21 JUN 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: garlanwa
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974STATE133876
Document Source: CORE
Document Unique ID: 00
Drafter: DBORTMAN:JO
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740163-0866
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740623/aaaaatmr.tel
Line Count: 118
Locator: TEXT ON-LINE, ON MICROFILM
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: garlanwa
Review Comment: n/a
Review Content Flags:
Review Date: 16 APR 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16 APR 2002 by izenbei0>; APPROVED <01 AUG 2002 by garlanwa>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR
TAGS: ETRN, CA
To: OTTAWA
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005